

Michigan Airport System Plan



2013
REPORT



**Adopted by the Michigan Aeronautics Commission
July, 2008**

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The Michigan Airport System Plan (MASP 2008) represents the work of a multi-level team of aviation and planning professionals, working over a 12-month period to complete this important planning tool. The team includes prime sponsors, a steering committee of external stakeholders, and the Michigan Department of Transportation (MDOT) staff group of professionals assembled for this project. The team’s collaborative work also represents hundreds of hours of individual effort. Every team member’s cooperative approach, insight, guidance and perseverance in this effort is deeply appreciated and gratefully acknowledged.

Prime sponsors of the MASP 2008 are the Michigan Aeronautics Commission (MAC); MDOT Director Kirk Steudle; Chief Administrative Officer Leon Hank; Bureau of Aeronautics & Freight Services Director Rob Abent; and MDOT Bureau of Transportation Planning Director Susan Mortel. The Aeronautics Commission’s mission and visionary leadership are reflected throughout this document. The administrative support of MDOT’s senior administrative and bureau leadership provided the day-to-day guidance, structure and resources essential to a successful planning effort for Michigan’s citizens and visitors.

The task of completing the MASP 2008 was greatly assisted by a Steering Committee of expert stakeholders from Michigan’s aviation and governmental communities. The Steering Committee is composed of the following members and organizations:

- Jim Collins**, Michigan Aeronautics Commission - Steering Committee Chair
- Bradley L. Comment**, Michigan Association of Counties
- Eric Davis**, Michigan Association of Counties
- Sue Higgins**, Macatawa Area Coordinating Council
- Tiffany Julien**, Southeast Michigan Council of Governments
- Clifford Maine**, Michigan Business Aviation Association/Barnes & Thornburg, LLP
- Brian Picardat**, Michigan Association of Airport Executives
- Jim Storey**, Macatawa Area Coordinating Council - Consultant

Utilizing this administrative and policy leadership, the MDOT project staff group provided intensive collaborative effort over many months in shaping, refining, and constructing the MASP 2008. Their work represents a solid interdisciplinary partnership among professionals in MDOT’s Bureau of Aeronautics and Freight Services and the Bureau of Transportation Planning. Those individuals are:

Bureau of Transportation Planning

Deb Alfonso	Melinda Ball	Garth Banninga	Susan Gorski
Chris Hundt	Tim Ryan	Jonathan Skiles	

Bureau of Aeronautics and Freight Services

Carol Aldrich	Dave Baker	Matt Brinker	Barbara Burris
Rick Carlson	Randy Collier	Gerry Edwards	Mark Grennell
Mark Noel	Gary Ross	Betsy Steudle	Steve Schultz
Linn Smith	Ralph Sims	Mary Kay Trierweiler	Lorraine White
Juan Zapata			

On behalf of everyone involved, we look forward to utilizing the MASP 2008 as a useful tool to plan the future of aviation service in Michigan.

Rick Hammond	Stuart Lindsay
Project Manager	Project Manager
Bureau of Aeronautics and Freight Services	Bureau of Transportation Planning

The MASP 2008 represents a unique and valuable asset management tool for MDOT staff involved in state airport system planning and airport capital development. It documents the planning process that identifies the aviation role of public-use airports in Michigan through the year 2030. MASP 2008 is the culmination of a coordinated review and modification of MASP 2000, a plan that has provided MDOT with a valuable programming tool for the development of the system of public-use airports in Michigan.

As with MASP 2000, the MASP 2008 presents the results of a system planning process that has been aligned with the goals and objectives of MDOT's State Long Range Plan (MI Transportation Plan). The MASP 2008 supports programming decisions and is useful in evaluating programming actions related to airport system and airport facility deficiencies.

A diverse group of individuals was assembled into a MASP 2008 Steering Committee that provided valuable input and direction over the course of the study. This broad-based group included representatives from both within and outside the aviation community.

Michigan currently has 235 public-use airports. Omitted from the MASP 2008 are private-use airfields, heliports, seaplane bases, hospital helistops, and military facilities, although joint-use public/military facilities are included in the system plan. Of the 235 public-use airports, 129 (55 percent) are publicly owned and 106 (45 percent) are privately held. Although both types of facilities are open to the public, there are some important considerations, due to type of ownership, when considering long term viability of the public transportation asset. Publicly owned airports tend to continue functioning as airports over the long haul with a sense of stability that is important to users of the airport. They are also more readily accepted as a community asset. Privately owned airports are far more likely to drift into and out of public use and, consequently, are less reliable as long-term transportation resources. Privately owned airports are often under extreme pressure from developers and others for conversion into non-aviation uses, such as housing or commercial development. Once it is converted to another use, the likelihood of restoring the airport to its former use is remote, at best.

A severe strain on the aviation industry as it relates to current economic trends has caused the Federal Aviation Administration (FAA) to modify its forecasting procedures since MASP 2000. For the period 2008-2025, the FAA projects 22 percent growth nationwide in total airport operations and 1.3 percent average annual growth. In the Great Lakes region, the FAA projects 18 percent total growth and 1.1 percent average annual growth. Similar to operations forecasts, the FAA's based aircraft projections show minor growth for the period 2008-2025. The FAA projects 16 percent total growth nationwide in based aircraft and 0.9 percent average annual growth. In the Great Lakes region, the FAA projects 13 percent total growth and 0.8 percent average annual growth.

Among the key functions of the MASP 2008 is, from a state perspective, identifying those airports that can best respond to state goals and objectives. To that end, a series of system goals were identified as an outcome of an issue identification process related to MI Transportation Plan. System goals identified were: